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1. The Croatian State Construction Firm (Zemaljsko Gradjevno Preduzece Hrvatske) is under the immediate jurisdiction of the Croatian Ministry of Construction. The main office is in Zagreb, at Trg Svobode 1. On 1 January 1947 the enterprise was divided into four mutually independent sections which are centrally controlled. Three of the sections have their own main offices in Zagreb, while the fourth has its main office in Rijeka. The four sections are:
 - a. Plant Construction
 - b. Building and Road Construction (this section is called "Novi Put").
 - c. Bridge Construction
 - d. Port and Seacoast Construction
2. This construction firm now employs approximately 10,000 workers, including 3,000 specialists (engineers, technicians, bricklayers, carpenters and locksmiths). The firm works ten hours daily and uses the "shock worker" system. Most of the specialists are Slovenes, Croats, and Italians from Istria, and the majority of the common laborers are Bosnians. All workers employed by the enterprise are furnished with their meals at State expense and also receive allotments of clothing and shoes. The enterprise has its own technical school in Zagreb which is now training sixty-four specialists for various types of work.
3. The enterprise owns about 150 trucks, 30 of which are American made fifteen ton vehicles. The total number of vehicles, however, is considered insufficient. The firm experiences difficulties in obtaining necessary gasoline and tires.
4. Difficulties are further encountered in obtaining the necessary quantities of nails, tiles, tar paper and iron for reinforced concrete construction. Cement is acquired from the Slovenian cement factory in Trbovlje; bricks come from unspecified sources in Croatia; lumber is sent from Bosnia; iron materials are derived from the KID Steel Combine in Jesenice; and nails are made by a factory in Kropa (Slovenia).
5. Since the firm was activated, after the end of the recent war, its Plant Construction Section has completed work on the following sites:
 - a. The Cvrnica Factory in Zagreb.

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- b. The Photo Industry plant in Zagreb.
 - c. The D.A.P.H. (Drzavno Avtomobilska Preduzece Hrvatske), Croatian State-controlled automobile garages in Zagreb.
 - d. The Railroad Car Factory and workers' billets in Slavonski Brod.
 - e. The Tivar Textile Mill in Varaždin.
 - f. The Sugar Factory and workers' billets in Zupanja ($45^{\circ}41'40''N$ $18^{\circ}41'45''E$).
6. The Plant Construction Section is presently constructing the following sites:
- a. A paper mill in Susak.
 - b. A leather factory in Zagreb.
 - c. An additional building for the former Bata Shoe Factory in Borovo ($45^{\circ}58'45''N$ $18^{\circ}52'40''E$).
7. The Building and Road Construction Section (Novi Put) is now constructing the following:
- a. An asphalt highway between Zagreb and Karlovac which is part of the Zagreb-Rijeka highway. By 18 March 1948, 46 kilometers had been completed from Zagreb toward Karlova, through the use of 1,200 workers stationed in camps at Stupnik and Jastrebarsko. The Zagreb-Karlovac highway, when completed, will be 90 kilometers long and will be constructed with wide curves permitting an average speed of 60 miles per hour.
 - b. A highway construction of the Zagreb-Belgrade road which represents one sector of the Varna-Trieste main highway. By 18 March 1948, 30 kilometers had been completed from Zagreb in the direction of Belgrade.
 - c. Reconstruction of the Pola-Labin-Matulje-Rijeka road, which will follow the coastline more closely. The new road will be 7.6 meters wide.
8. The Bridge Construction Section has completed the following sites:
- a. The highway bridge along the Zagreb-Belgrade highway over the Vugrovec River ($45^{\circ}05'N$ $16^{\circ}04'48''E$).
 - b. The bridge over the Lonja River, near Brebrovac ($45^{\circ}32'15''N$ $16^{\circ}03'10''E$).
 - c. The bridge over the Glina River at Hadzero near Glina ($45^{\circ}22'10''N$ $16^{\circ}07'E$).
 - d. The bridge over the Drava River at Osijek ($45^{\circ}33'45''N$ $16^{\circ}42'15''E$).
 - e. The bridge over the Rasa River linking the Rijeka-Pola highway ($45^{\circ}31'30''N$ $16^{\circ}02'45''E$); and five smaller bridges along the same road, amounting to a total length of 72 meters of bridge construction.
 - f. The bridge ($45^{\circ}26'15''N$ $15^{\circ}30'40''E$) over the Mreznica River near Duga Risa in the vicinity of Karlova. This is a wooden bridge, about 225 meters long and $4\frac{1}{2}$ meters wide.
 - g. The bridge over the Sotla River near Milejna ($45^{\circ}36'45''N$ $16^{\circ}07'45''E$).
9. The Port and Coast Construction Section is presently engaged in the following:
- a. Reconstruction of Rijeka and Susak piers.
 - b. Construction of a new port for the Romsa Oil Refinery in Rijeka.
 - c. Repair of the coast line in front of the Rijeka Torpedo Factory.
 - d. Repair of the coast line of the Kraljevica shipyards.

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- e. The 4,400 meter section of coast line at the Rijeka-Susak port which was completely destroyed during the war. Almost 3,500 meters have been repaired. Furthermore, 19 out of 24 damaged cranes have been repaired in this area.
10. Personnel of subject firm include the following:
- a. Engineer Mate Knezevic, government representative in the enterprise. He is 40 years old and of Croatian origin.
 - b. Engineer Milan Penko, managing director. Penko was born in 1898 in Ljubljana and has long been a member of the Yugoslav Communist Party.
 - c. Aco Mamut, assistant manager. Mamut is 35 years old, was born in Zagreb, and is a member of the Yugoslav Communist Party.
 - d. Vida Bozun, head clerk. Bozun is 30 years old, was born in Bogaska Slatina, and is a member of the Yugoslav Communist Party. She joined the Tito Partisans in 1943.
 - e. Franjo Dakovic, chief of personnel. Dakovic is 28 years old, was born in Hungary, and is a carpenter by trade. He joined the Tito Partisans in 1942 after a prior membership in the SKOJ, and rose during the war to the rank of partisan captain.
 - f. Evgenij Polyakov, Soviet construction instructor. Polyakov is now attached to the Port and Seacoast Construction Section, working between Rijeka and Susak.

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